West Pullman and Stewart Ridge
Chicago, Illinois
1892=1900

WEST PULLMAN SCHOOL

West Pullman Land Association

OFFICERS:

President, - - - - - JACOB P. SMITH
Vice-President and Treasurer, - - - STEPHEN A. FOSTER
Secretary, - - - - - VERNE S. PEASE

DIRECTORS:

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C. B. EVANS T. J. RYAN, THOMAS A. WRIGHT,
all of Chicago.

A. M. STONE, *of Worcester, Mass.*; T. KING and P. E. PRESBREY, *of Boston.*

CITY OFFICE: 403 Home Insurance Building,
SUBDIVISION OFFICE: 12000 Halsted Street,

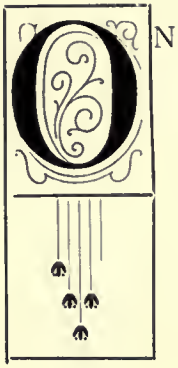
CHICAGO, ILL.

(MAP OF WEST PULLMAN AND STEWART RIDGE MAY BE FOUND AT THE END OF THIS PAMPHLET.)

CENTRAL PORTION OF WEST PULLMAN

Looking west from corner of Parnell avenue and 120th street toward factory district beyond Halsted street. The old Morgan farm, of which this was a part, had only one house upon it up to 1892.

RETROSPECTIVE.



N November 6, 1891, the West Pullman Land Association, of Chicago, purchased the tract of land lying south-west of Pullman and Kensington, that had previously been known as the Old Morgan Farm. This tract contained about 480 acres, and the purchase price was at the rate of $2,500 an acre. It was a fine piece of rolling land, the eastern part of which reached an elevation of 45 feet above the lake and was heavily wooded, while the western and southern portions had an elevation of from 23 to 30 feet. It had long been known and distinguished by these characteristics from many other portions of the Calumet region.

Early in 1892 this property was subdivided, and the work of development begun. The higher and wooded portion above referred to, and lying east of Butler street, was set aside exclusively for the finer class of residences. This part now constitutes *Stewart Ridge*, and further account of its advantages as a residence suburb, together with views of its streets and the homes there located, will be found in the later pages of this pamphlet.

Separated by nearly a mile from Stewart Ridge is the portion of the property that was laid out for manufacturing plants and the cheaper homes of their employes, and in the intervening section, lying between the manufacturing district on the west and Stewart Ridge on the east, retail and general business streets were established, and the building restrictions were made less exacting than in Stewart Ridge, thus providing for homes of a moderate cost.

December 1, 1900.

FACTORY DISTRICT.

All of the industrial plants at West Pullman are located in this section limited on the east by Halsted street and on the west by Loomis street, thus having a total length of three-quarters of a mile. Here, from time to time since the laying out of the town, manufacturing concerns have been located, until we now find the imposing array of the **Plano Manufacturing Company, the Whitman & Barnes Manufacturing Company, the Chicago Malleable Castings Company, the Carter White Lead Company, the Phoenix Shoe Company, the Opaque Shade Cloth Company, the Chicago Pail Company,** and several minor concerns.

Eleven manufacturing concerns at West Pullman with capital and surplus of		$6,605,000
Number of hands employed at West Pullman	3,780	
Number of hands employed at Pullman	6,258	
Number of hands employed at Burnside	2,000	
Total number of hands employed in the vicinity of West Pullman,	12,038	
Yearly pay-roll at West Pullman		$2,000,000
Yearly pay-roll at Pullman,		3,832,291.98
Yearly pay-roll at Burnside		1,000,000
Total yearly pay-roll in the vicinity of West Pullman		$6,832,291.98

THE OPAQUE SHADE CLOTH COMPANY'S PLANT

On Peoria street. 40,000 square feet of floor space; 125 horse power. Plans are already perfected for large additions to be made to this plant immediately. Blue Island is seen in the distance.

THE CARTER WHITE LEAD COMPANY'S PLANT

At corner of 120th and Peoria streets. 160,000 square feet of floor space in plant; 500 horse power, Established 1892.

THE PLANO MANUFACTURING COMPANY'S PLANT

Fronting on 120th street. This building, which is 1000 feet long, is only one of the many large buildings of this plant, which has a total floor space of fifteen acres, and uses 1500 horse power.

THE PLANO MANUFACTURING COMPANY'S PLANT

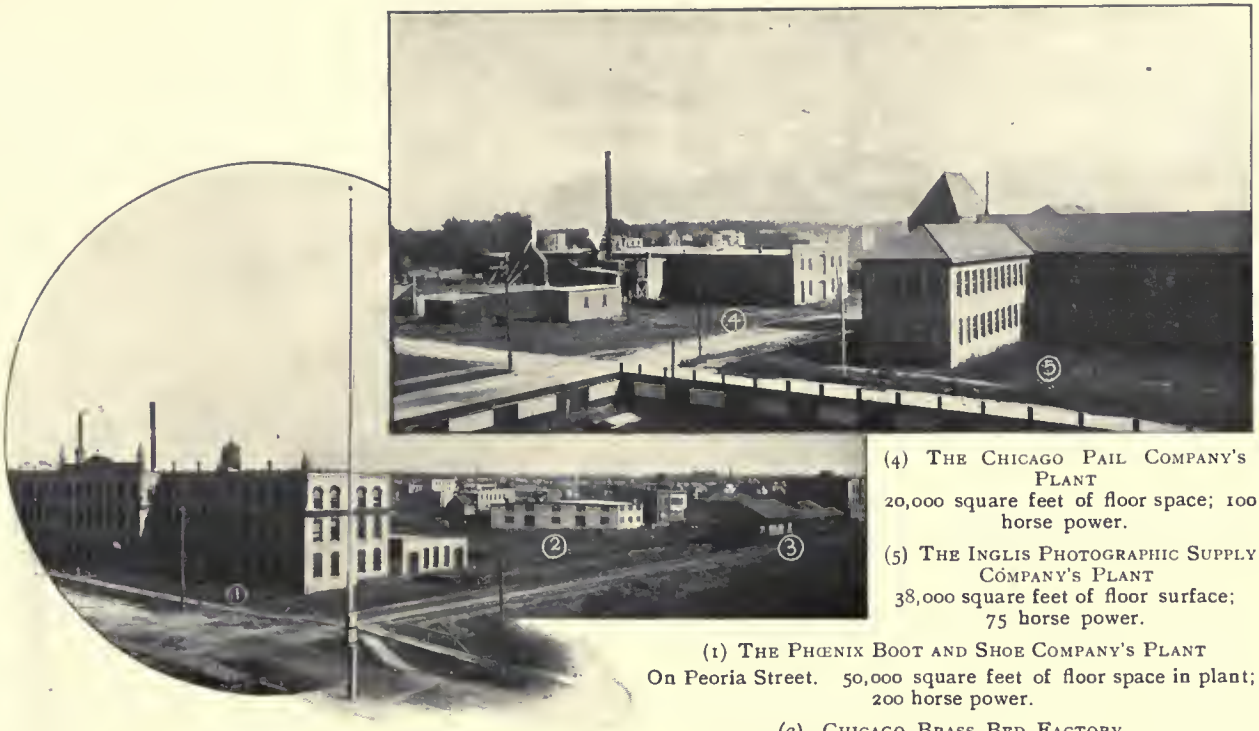
View from south of Illinois Central. The Plano Manufacturing Company first removed its plant to West Pullman in 1894, and has since made large additions to keep pace with the rapid growth of its business.

RAILROAD FACILITIES

In preparing for the location of these great manufacturing concerns, the promoters of West Pullman early made provision for unrivalled railroad facilities. The **Illinois Central Railroad Company** soon after the location of the town, constructed its Blue Island branch throughout the entire east and west length of the property along One Hundred and Twenty-first street, and located three stations—Stewart Ridge station between Harvard and Stewart avenues, West Pullman station at Halsted street, and the station now known as Plano at Center avenue. **The Pittsburg, Cincinnati, Chicago & St. Louis (the Pan Handle, of the Pennsylvania railway system)** already crossed the property from north to south and established passenger and freight stations at One Hundred and Nineteenth and One Hundred and Twentieth streets. **The Chicago, Rock-Island & Pacific Railway Company** built in from the west, and established its freight station at Morgan and One Hundred and Nineteenth streets.

THE CHICAGO MALLEABLE CASTINGS COMPANY'S PLANT

At 120th street and Center avenue. Established 1899. Covers 5½ acres; 2 smelting furnaces of daily capacity of 12 tons each; 10 annealing ovens, capacity of 25 tons each The Illinois Central tracks at the right, and the terminal tracks operated by the Chicago Terminal Transfer Company at the left.



(4) The Chicago Pail Company's Plant
20,000 square feet of floor space; 100 horse power.

(5) The Inglis Photographic Supply Company's Plant
38,000 square feet of floor surface; 75 horse power.

(1) The Phœnix Boot and Shoe Company's Plant
On Peoria Street. 50,000 square feet of floor space in plant; 200 horse power.

(2) Chicago Brass Bed Factory

(3) West Pullman Station on Illinois Central at Halsted Street

TERMINAL TRACKS

The Land Association constructed a system of terminal tracks connecting these three trunk lines and reaching all parts of the factory district. This system of terminal tracks is now owned by a local railroad company—the **Chicago, West Pullman & Southern Railway Company,** and is operated by the **Chicago Terminal Transfer Company,** (sometimes known as the **Calumet Terminal**) which recently secured access to West Pullman. This last named Company has established an office there for the purpose of serving more promptly and satisfactorily the needs of the manufacturing concerns there located, and a special engine and crew attend to all switching. **The shipping facilities thus afforded are unsurpassed.**

A shipment, whether it be of many car-loads or of so small a part of a car-load as 2,000 pounds, can thus be shipped by any one of the factories on freight trains of the Terminal Company, which will bring the shipment to Chicago and forward over any one of the twenty-six Chicago railroads running to all parts of the country at regular Chicago rates. No switching charge whatever is made against the consignor, this being absorbed by the road to which the freight is consigned, and all truckage charges are also eliminated, as the terminal system of tracks runs to the door of each of the manufacturing plants. This item alone has saved one of the plants there located over $18,000 annually. Provision has been made for the extension of these facilities on the same advantageous terms to any industrial concerns that may hereafter be located at West Pullman.

It should further be borne in mind that West Pullman is right in the territory through which practically all of the great Eastern and Southern railway systems pass, and is directly accessible to them all for either freight or passenger service. The Chicago and Eastern Illinois, the Michigan Central, and the Cleveland, Cincinnati, Chicago & St. Louis, are only a mile distant at Kensington; the Baltimore & Ohio, the Erie, the Wabash and the Monon are some two miles distant at Burnside; the Lake Shore and Michigan Southern, the Pittsburg, Ft. Wayne & Chicago and the New York, Chicago & St. Louis are readily reached at Grand Crossing; and the Grand Trunk and the main line of the Rock-Island are but a short distance west at Blue Island.

AMOUNT OF FREIGHT HANDLED AT WEST PULLMAN

During the year ending June 30, 1900, the Rock-Island, Illinois Central, and Panhandle roads

Took into West Pullman ..... 134,032 tons.
Forwarded from West Pullman ..... 73,350 tons.

On the terminal tracks of the Chicago, West Pullman & Southern Railroad, an average of **46½ loaded cars a day** were handled during the first two and a half months of their operation by the Chicago Terminal Transfer Co.

CORNER OF 119TH AND HALSTED STREETS

Showing tracks of Pittsburg, Cincinnati, Chicago & St. Louis Railroad (Panhandle); station at the left.

LABOR MARKET

Another of the chief advantages that has caused manufacturing enterprises seeking locations to prefer West Pullman over other industrial points is the large and unfailing market of skilled labor there found. The proximity of West Pullman to Pullman and Burnside is a large factor in this connection. According to the annual report of President Lincoln, of the Pullman Palace Car Company, the average number of names on the pay-roll at Pullman for the past year was 6,258, and the wages paid were $3,832,291.98, making an average of $612.38 for each employe, including men, women, boys and girls. The Illinois Central shops at Burnside employ over 2 000 people, with an annual pay-roll of over $1,000,000. Adding these figures to the aggregates given above for West Pullman factories, we have a total of over 12,000 employes in this territory of only a few miles square.

THE WHITMAN & BARNES MANUFACTURING COMPANY'S PLANT

From the east. When this plant was first established at West Pullman in 1894, this Company had large plants also at Syracuse, New York, and Akron, Ohio, but it has since concentrated its business at West Pullman on account of the superior advantages there found, the Syracuse plant having been entirely abandoned in 1897, and one department after another having been removed to West Pullman from Akron. The Chicago, Rock Island & Pacific freight station appears at the right. Morgan Park and Beverly Hills are seen in the distance.

THE WHITMAN & BARNES MANUFACTURING COMPANY'S PLANT

Fronting on 120th street. This front building is 600 feet long; 250,000 square feet of floor space in plant: 1500 horse power.

WRIGHT BLOCK, on Halsted Street.

PLUMBER'S STORE, on 120th Street.

POPULATION. The Federal census of 1900 gives the southern portion of the 34th Ward, including West Pullman, Roseland, Kensington and Pullman a population of 30,000 people. **Nearly 8,000 of these are properly credited to the towns of West Pullman and Stewart Ridge.**

The growth in population of the southern portion of this city during the last ten years has been phenomenal. While the entire city of Chicago has gained, according to the Federal census, 598,725 people since 1890—being at the rate of increase of 54.44%—a record far beyond that made by any of the other large cities of the country, the three southern wards of the city lying south of 63rd and 55th streets have gained 124,425 people, or at the rate of 165%, which is more than three times the rate of gain of the entire city. Of these three southern wards, the 34th in which West Pullman is located, made altogether the largest gain, its population having increased 60,953, or at the rate of 202%; while the 33rd Ward, in which South Chicago is located, gained 25,853, or at the rate of 99%, and the 31st Ward, lying west of the 34th Ward, gained 37,619, or at the rate of 193%.

HALSTED STREET

Looking north across 120th street. West Pullman Post-Office at the right. Land Association office at the left. Tracks of Calumet Electric Street Railway.

KNEELAND BLOCK, on Halsted Street

A large majority of the residents of the three southern wards are within easy reach of West Pullman by the **Calumet Electric Railway** system, which gives a five cent fare over all its lines, reaching east into the heart of South Chicago and west to Auburn Park and Washington Heights, as well as covering practically all of the 34th ward. On its West Pullman division alone, this Railway Company carries on the average **7,242 people daily,** or a total of 2,643,330 people in a year.

The Illinois Central suburban express trains give frequent and rapid service to the southern portions and to the center of the city.

119TH STREET

Looking west from Wallace street. Tracks of Calumet Electric Street Railway. Through cars on this road to 63d street, where they connect with South Side Elevated and surface roads direct to heart of city.

CORNER OF BUTLER AND 120TH STREETS

Moreover, the Calumet region contains, in addition to the large population in the southern portion of the city, prosperous and rapidly growing communities outside the city limits. Morgan Park is a mile northwest of West Pullman; Blue Island is a mile and a half southwest; Harvey is two miles directly south; while Dolton, Hammond and East Chicago lie to the southeast. **West Pullman,** being situated near the center of this district, is in a position to reap more than its share of the benefit from the increased inter-communication and inter-dependence that is sure to come among these different sections.

WALLACE STREET

Looking south from 119th street.

STATE BANK OF WEST PULLMAN

At corner of 120th street and Lowe avenue. Bank established 1894. New building erected 1900.

BRANCH OF CHICAGO PUBLIC LIBRARY, LOCATED IN THIS BUILDING, GIVING DAILY DELIVERIES.

STORE FRONTS ON 120TH STREET.

120TH STREET

Looking east from Union avenue.

CATHOLIC CHURCH.

But while West Pullman thus enjoys the advantage of being a part of Chicago and within reach of so large a laboring population, it at the same time enjoys great advantages over many of the more congested sections of the city. **The laboring people living there own their own homes and are contented. No strike or serious labor difficulty has ever been known in West Pullman.** The laboring people have their lodges and societies, but aggressive or offensive organizations are unknown. There is not a union factory or shop in the town.

RESIDENCE OF REV. FATHER FOLEY.

PAROCHIAL SCHOOL.

WALLACE STREET

Looking south from 120th street. Congregational church in center.

CHURCH OF CHRIST.

In fact, the western and central portions of West Pullman—as distinguished from the higher-priced section of Stewart Ridge—afford every opportunity for cheap, good and contented living. The property there is of low price, ranging from $350 to $500 per lot; and if a home-seeker lacks either the means or the inclination to build, a company having capital and surplus of $200,000, and especially organized for this purpose, stands ready to construct such a home as may be desired, to be paid for on the **monthly installment plan.** Indeed, there is no dearth of capital for developing West Pullman, and it is already recognized by conservative investors as one of the sections of the city in which it is safe to lend money upon mortgage security and at a reasonable rate of interest.

PARNELL AVENUE

Looking north from 122d street. All the houses on both sides of this street built within the last three years and sold on monthly installment plan

MARKET AND GROCERY STORE ON 120TH STREET
Completed November, 1900

The Pullman Loan and Savings Bank had, October 1, 1900:

Savings Deposits	$1,201,316
Individual "	310,102
TOTAL	$1,511,418

The people not only get cheap homes, but they get cheap living. In this section of the town are located excellent markets, groceries and general stores. Marshall Field & Co., the Fair, the Hub, Siegel & Cooper's, and the other large down town stores, give daily and free delivery in West Pullman and Stewart Ridge.

CORNER 120TH STREET AND LOWE AVENUE

Looking north.

STEWART RIDGE.

ADVANTAGES OF BEING IN THE CITY OF CHICAGO

When the Old Morgan Farm was purchased by the West Pullman Land Association in November, 1891, the larger portion of it was already within the corporate limits of Chicago, and the balance of the property was annexed in February, 1895. Thus were secured to West Pullman and Stewart Ridge the great advantages of the Chicago water supply, of Chicago schools, and of Chicago fire and police departments. This also insured Chicago mail delivery and Chicago telephone and telegraph rates. A branch of the Chicago public library was there established, and is generously patronized. Chicago companies furnish gas for cooking and illuminating purposes, and electric lights at the same rate as in other portions of the city.

PUBLIC SCHOOL BUILDING

Corner 120th street and Parnell avenue. Width, 100 feet; depth, 200 feet. The first building of 8 rooms erected in 1893. New building of 16 rooms added in 1900. High School (4 years course) established 1900. Manual training department established November, 1900. Total attendance October, 1900, 943 pupils. High School attendance, 117 pupils.

But the progressive promoters of West Pullman and Stewart Ridge early entered upon still greater undertakings for the development and improvement of this property. Two main sewers—the famous Wentworth avenue sewer, of a diameter of 10½ feet, furnishes an outlet for the lateral sewers in the streets of Stewart Ridge—while the new Halsted street sewer, with a diameter of 4½ feet, takes care of the factory district and the central portion of West Pullman. Sewer and water pipes having been laid, the streets were finely macadamized, and Portland cement sidewalks placed.

ELEVEN MILES of streets, improved with
Fine Macadam,
Portland Cement Sidewalks,
Sewer Pipes,
Water Pipes.
At cost of $345,000 all paid for by the Land Association.

With its natural advantages thus improved and developed, it was inevitable that West Pullman and Stewart Ridge should grow and flourish, in spite of the fact that within a year from the date of their founding, the real estate market of Chicago experienced the unprecedented depression from which it is just now, with the beginning of the new century, recovering.

BUILDING RESTRICTIONS

The building restrictions that were imposed on the lots sold were graded according to the relative merit and value of the different localities. Thus was given adequate protection to those purchasing in Stewart Ridge, and the building of the fine class of homes now found in that portion of the property was thus insured. Each year the town made substantial growth. Hardly a season has passed without some 30 or 40 new residences being added. New and better stores have been opened. Schools have been enlarged, and churches of all denominations erected.

EGGLESTON AVENUE

Looking north from 120th street

HOMES ON EGGLESTON AVENUE

EGGLESTON AVENUE

Looking south from 120th street. Three frame houses and brick apartment built in this block during summer of 1900. Episcopal chapel is now in process of construction here.

HOMES ON STEWART AVENUE
('34)

STEWART AVENUE

Looking south from 120th street, across Illinois Central tracks. Stewart Ridge station between this street and Harvard avenue.

EGGLESTON AVENUE

At corner of 122d street.

RESIDENCE

At corner of Harvard avenue and 122d street, built in summer of 1900.

STEWART RIDGE STATION.

The Stewart Ridge Station, on the Illinois Central, is within five minutes' walk of each of the twenty-four blocks that make up this subdivision, and the **Suburban Express Service** of this road makes thirty-eight minute time to the Van Buren Street Station, near the heart of the business and retail district of Chicago. It is expected that this running time will be still further reduced to accommodate the increasing patronage at Stewart Ridge. Sixteen trains each way, daily, are run by the Illinois Central to Stewart Ridge and West Pullman, and further passenger accommodation is afforded by the Panhandle Road, the Chicago & Eastern Illinois, and the main line of the Illinois Central, all of which are readily accessible by the cars of the Calumet Street Railway, which run every ten minutes along the northern boundary of Stewart Ridge and West Pullman.

WILDWOOD PARK.

The country surrounding Stewart Ridge is very beautiful, and the walks and drives in that neighborhood are most charming.

The Calumet River is but a few blocks south. This wide and placid stream winds between picturesque and wooded banks. Perhaps the best known portion of the river is at **Wildwood,** where Col. James Bowen long ago established his country home.

COL. BOWEN'S OLD COUNTRY PLACE AT WILDWOOD

At the station of that name on Illinois Central. This is part of the proposed park.

Members of the **Special Park Commission of Chicago,** on their recent visit to Wildwood expressed keen delight and appreciation of the virgin beauty of this woodland, of its magnificent growth of elms, maples, oaks and firs, of its ravines and river bluffs, and of its distant landscapes. This property is situated at the south end of State Street and Michigan Avenue, and the Calumet Electric Street Railway already runs its cars to Gardner's Park, within two blocks of the property, while the Illinois Central has a station just to the east. Several hundred thousand people are thus within easy reach of this property and are hoping that the Special Park Commission will succeed in its effort to preserve here a most lovely natural park. Indeed, this Wildwood tract, situated as it is at the end of Michigan Avenue, the greatest of the city's boulevards, should be but a link of a superb park-way, running along the bank of the Calumet River, south of Stewart Ridge and West Pullman, all the way to Blue Island, and thus connecting with the fine rolling country lying south and west of the Blue Island and Morgan Park range of hills.

This country is crossed and re-crossed by good roads, affording drives of unending variety and charm. Its beauties are just beginning to be known to the people of Chicago, and the location of the Midlothian Country Club, southwest of Blue Island, of the Homewood Club at Flossmoor and the Ellersie Cross-Country Club at Beverly Hills, are attracting seekers for country homes to this southern section. All of these clubs are within easy driving distance of Stewart Ridge, and plans for a local golf club at this subdivision are already being made.

OLD BLUE ISLAND AND RIVERDALE ROAD

This road forms northern houndary of Wildwood property, which the Special Park Commission of Chicago has visited and recommended as a site for a beautiful natural park. This is half a mile south of Stewart Ridge.

ON THE BLUFF AT WILDWOOD
Overlooking Calumet River.

WILDWOOD PLEASANCE

RAVINE AT WILDWOOD

Banks 20 feet high are hidden by the heavy foliage.

CALUMET RIVER AND HARBOR.

WALK AT WILDWOOD.

The Calumet River, as a navigable waterway, is already under the control of the Federal Government to a point beyond West Pullman, and none but swinging bridges are allowed to be built across it. When the well matured project for deepening and widening this river is put into operation, the great natural beauty of the stream and its banks can, if care is only exercised, be preserved and enhanced.

The early improvement, for the purpose of navigation, of the Calumet River to Blue Island and beyond is assured. The **Trustees of the Sanitary District of Chicago** have already made plans for the annexation to the Chicago Sanitary District of the Calumet region, and for the building of **a ship canal across from the Calumet River along Stony Creek and the old canal feeder to the Chicago Sanitary and Ship Canal at the Sag.** It is admitted that such a tributary canal must be built before the Chicago Canal can fulfill the requirements of the state statutes as to the amount of water flowing through it.

Slips could easily be built from the Calumet River, so improved, to West Pullman, and industries there located would have water transportation to Lake Michigan on the east and the Chicago Canal on the west.

CALUMET RIVER BENEATH WILDWOOD

The river is about 250 feet wide. Proposed ship canal from Lake Michigan via the Calumet River connecting with Chicago Sanitary and Ship Canal has been surveyed and approved by Engineers of the United States along this route.

But the development of the Calumet River has still greater possibilities for the Calumet region. Agitation for **a deep waterway from Lake Michigan to the Gulf of Mexico** has recently taken on more tangible and agressive form, and the **Illinois River Valley Association** has been organized for the express purpose of furthering this project and of seeking aid therefor from Congress. The **United States Engineers** have from the first recognized that this proposed waterway should follow the route above described, via the Calumet River and the Sag. Elaborate surveys were made in 1889 under the direction of Congress, and in transmitting these to Washington, Major W. L. Marshall, who was long Chief Engineer for the Government at Chicago, in his letter of February 28th, 1890, reported as follows:

"The terminal facilities, * * * * the ample land-locked natural basins, * * * * for the construction of a great development of wharves and docks, and commodious harbors, * * * * point irresistably to the Calumet region as the proper terminus of a great waterway between the Great Lakes and the Mississippi River."

Ten years further experience and observation have only emphasized the justice of Majo Marshall's conclusion. A second survey of this route was recently ordered by Congress, and has just been completed by the United States Engineers at Chicago.

It surely is quite within the possible that a few years time will give West Pullman the benefit of a navigable waterway direct to the Mississippi and the Gulf of Mexico.

Whatever may be thought of the practicability of the effort of the Illinois River Valley Association, to secure a fourteen-foot channel down the Mississippi, it is admitted by all that an eight-foot channel is entirely feasible.

THE GREAT ELM UNDER THE BLUFF AT WILDWOOD

The work of improving the harbor at the mouth of the Calumet River is, in the meantime, being vigorously pushed forward by the Federal Government, and the river has already been dredged for a distance of several miles to a width of two hundred feet or more, and a depth of twenty feet, thus accommodating the largest steamers on the Great Lakes. This harbor is recognized as the most commodious on Lake Michigan, and General Wilson, Chief of the Engineers of the War Department, in his report which will be presented to the next session of Congress, advocates **an appropriation of $300,000** for the further improvement of the Calumet Harbor, and of $60,000 for the Calumet River, and he also advocates an appropriation of $75,000 for the Chicago River.

Major Marshall, in February, 1898, in discussing the navigation interests of Chicago, said:

"Calumet already has the deep water harbor, and it is by all odds the best place for the wheat, coal and lumber in transit, instead of going through the heart of the city. * * * The growth of business at Calumet Harbor within the last two years is something surprising."

And in his report of 1897, Major Marshall called attention to the fact that the average registered tonnage of steam vessels arriving at and departing from Chicago Harbor was only 700 tons, while from Calumet Harbor it was 1,456 tons, which he stated was larger than the average steam tonnage at any other port on the globe.

Commerce at the Calumet Harbor has indeed made tremendous strides since the Federal Government began its improvement.

CALUMET HARBOR.

	1889	1899	INCREASE.	PERCENT GAIN.
No. Vessels Entering..	606	1,153	547	90
Total Registered Tonnage Entering.....	493,928	1,755,782	1,261,854	255

Average Tonnage of Vessels entering Calumet Harbor, 1,552 tons.

Compare this with the Chicago River, which has long had the greatest commerce of all the harbors on the Great Lakes.

CHICAGO HARBOR.

	1889	1899	INCREASE.	PERCENT GAIN.
No. Vessels Entering.....	9,802	6,984	2,818*	
Total Registered Tonnage Entering....	4,521,886	4,582,821	60,935	1

Average Tonnage of Vessels Entering Chicago River, 656 tons.

*Decrease.

CALUMET RIVER AT HALSTED STREET BRIDGE

Three blocks south of Association property.

During the season ending September 30th, 1900, the following entrances were made at the Calumet and Chicago Harbors respectively, according to the report for September, 1900, of the Bureau of Statistics at Washington.

ENTRANCES.

	CALUMET.	CHICAGO.		CALUMET.	CHICAGO.
No of vessels	921	5,761	Rye	———	———
Coal, hard	237,626 tons.	595,102 tons.	Iron Ore	1,581,991 tons.	70,464 tons.
" soft	13,135 "	42,706 "	Iron, Pig	60 "	335 "
Flour	1,907 "	3,652 "	Iron, manufactured	4,491 "	11,201 "
Wheat	467,000 bu.	306,406 bu.	Salt	118,349 "	104,766 "
Corn	———	25,055 "	Copper	1,944 "	16,255 "
Oats	———	1,000 "	Lumber	107,740 M ft.	378,546 M ft.
Barley	———	———	Unclassified freight	123,887 tons.	607,483 tons.

33 steel vessels, aggregating 88,108 tons, and costing $5,700,000, were built on the Calumet River between 1891 and 1899. Early in 1900, there were under construction at one plant on this river, one steamer 450 feet long, a second 466 feet long and a third 475 feet long.

The managers of the great railroads of Chicago have long recognized the importance of the Calumet region, and have been busy securing facilities there. The Chicago Terminal Transfer Company, which operates the terminal tracks at West Pullman, has two lines running east and west, just south of the Calumet River, from Blue Island to Hammond and South Chicago. President Thomas of the Western Indiana and the Inner Belt Line railroad companies, in his last annual report called attention to the fact that his road had, during the past year, derived a revenue of $262,336 from industries located in the Calumet region, and went on to predict that, "Nearly all the through business will eventually be handled over docks and through warehouses located on the Calumet River, or on the Lake in that vicinity."

Grain elevators with a capacity of over fourteen million bushels have already been constructed on the Calumet and plans are already made for the building of further elevators.

CALUMET RIVER
From Ashland avenue bridge.

THE FUTURE.

In issuing this pamphlet the management of the West Pullman Land Association seeks to call to the attention of the public such pertinent facts as will enable all who are interested in Chicago real estate to form some just idea of the conditions now prevailing at West Pullman and Stewart Ridge, and of the probable future development there. It is hoped that all who are so interested—be they men of affairs looking for manufacturing sites or business opportunities, be they home seekers, or investors,—will visit these subdivisions and verify for themselves the representations here made.

It is evident that these properties are far removed from the common subdivision property. While they can well bear comparison with other suburbs, either as to attractiveness, healthfulness, or accessibility, **these subdivisions do not in any sense depend upon suburban residents for their future growth.**

With them it is not so much a question of getting Chicago people to go out there to live, as it is to get people whose daily occupation takes them to these points, or to other sections of the Calumet region, to establish homes and remain in the community. Better street car accommodation, which is sure to come, between the different sections of this region—for instance, between South Chicago and West Pullman and Stewart Ridge, and between Pullman and West Pullman and Stewart Ridge,—will mean the location at the last mentioned points of very many people who now live in less attractive sections of this district, or in sections of the city farther north, and so more distant from their places of business or employment.

Indeed, West Pullman and Stewart Ridge have the essential elements of a city in themselves and they are right in the heart of a district destined to become a great city of itself in the near future.

How strong the trend of the growth of population in their direction is, appears from an analysis of the Federal Census returns:

POPULATION.

SOME STATISTICS AS TO GROWTH OF SOUTHERN PORTION OF CHICAGO ACCORDING TO FEDERAL CENSUS.

	1890.	1900.	Increase.	Per Cent.
Chicago (entire city)	1,099,850	1,698,575	598,725	54.44
Chicago, south of 39th street	182,729	416,153	233,424	127.
Chicago, south of 63rd and 55th streets (Wards 31, 34 and 33)	75,188	199,613	124,425	165.
34th Ward, in which West Pullman is located	30,192	91,145	60,953	202.

34th Ward made the largest increase of any ward in the city, gaining 60,953.
Chicago, south of 39th street has 63,934 more people than Buffalo.
Chicago, south of 63rd and 55th streets has 67,791 more people than Toledo.
34th ward has only 10,000 people less than Omaha.
South of 39th street, there are within twenty thousand as many people as the whole city of Chicago had in 1878.

POPULATION OF SOUTHERN PORTIONS OF 34th WARD, FEDERAL CENSUS OF 1900.

West Pullman and Stewart Ridge	7,896
Kensington	3,519
Roseland	10,678
Pullman	7,747
Riverdale	1,185
South of 100th street	31,025

This district is making great gains not only in population and in industrial and commercial matters, but along other lines as well. The recent action of the Executors of the Estate of Geo. M. Pullman, in setting aside, pursuant to the terms of the will, a fund of some $1,200,000 for the erection and maintenance of a technical and manual training school at Pullman, is a most hopeful indication of the future of this district. Morgan Park has long been known for the excellent academic and military schools there maintained, and these are being strengthened and enlarged.

The stability and permanence of West Pullman and Stewart Ridge, and of real estate values there, are already assured by the substantial growth shown during the last eight years, and now that general conditions have so changed and improved, this growth will gain greater and greater momentum.

Negotiations are now pending for the location there of new manufacturing concerns, as well as for the enlargement of some of those already located.

A great deal of building is now going on, both of business blocks and of private residences, and the demand for homes is still much greater than the supply. Everything points to an active

market during the next season. The present prices of property are conservative, and nowhere in the City of Chicago is better value given, or stronger assurance of satisfactory returns and an advance.

Price lists and plats will be furnished on application and free transportation afforded to those desiring to visit the property.

Respectfully,

West Pullman Land Association,

403 Home Insurance Building, Chicago.

FIRST ADDITION TO WEST PULLMAN
Development just begun by building of three-foot brick sewer through centre of property. Adapted to cheap homes for working people. Blue Island in the distance.

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